

also fight the campaign of misinformation that vested interests are using to try to scare older Americans in order to protect the status quo.”—John Rother, Executive Vice President, AARP.

“The goal of this measure is to honor an individual’s choice to have or to limit life-sustaining treatments. By developing tools to help people with Medicare and their families make educated decisions about treatments, we can assure that an individual’s preferences for care are respected.”—Paul Precht, Director of Policy and Communications, Medicare Rights Center.

“In La Crosse, health professionals taking time to fully inform their patients and their patient’s family about future choices better assures that the patient receives the best care possible in light of that patient’s health condition, religious and cultural values and that these decisions are really known by the family. Such a process benefits everyone involved and better assures that our utilization of health resources are actually matched with patient goals. This is a far better method of distribution of resources than the society deciding what is best for the patient.”—Bud Hammes, Ph.D., Director of Medical Humanities, Gundersen Lutheran Medical Foundation.

“The National Coalition for Cancer Survivorship supports the advance care planning provisions of H.R. 3200, which will help patients make well-informed decisions about the care they want and need at the end of life. A first step toward patient-centered care is productive dialogue between patients and their caregivers, communication that is not adequately valued in the current health care system. The practice of advance care planning gives patients more control over their health care than currently exists.”—Ellen L. Stovall, 37-Year Cancer Survivor and Acting President & CEO, National Coalition for Cancer Survivorship.

“Make no mistake. Living wills and proxies (advance directives) ensure that we—as opposed to just the doctors—have a clear voice and a choice in our care should we reach that most vulnerable stage where we can’t advocate for ourselves. This is why I’ve chosen to have a health care proxy, and I applaud [Representatives] Levin and Blumenauer’s efforts on this matter.”—Joseph Rickards, Patient Advocate, New York City.

FAITH COMMUNITY

“The Supportive Care Coalition is a nationwide collaborative of 20 Catholic health care organizations that assists Catholic health ministries in addressing the physical, emotional, psychosocial and spiritual needs of those suffering from life-threatening and chronic illness, as well as those approaching the end of life. We have long supported measures that improve palliative care and end-of-life services, eliminate barriers and build a more connected health care experience across the continuum of care. Central to achieving patient-centered, quality care is strong communication between patients and their health care providers and for these reasons, we strongly support the advance care planning provisions in H.R. 3200.”—Sister Karin Dufault, SP, PhD, RN, Executive Director, Supportive Care Coalition: Pursuing Excellence in Palliative Care.

“Reflection about the end of life, including elements in medical care, is important for all of us. Such discernment and discussion with loved ones can be enhanced by conversations with thoughtful and caring physicians. Actual decisions are always our own informed by our values and moral perspectives.”—Msgr. Charles J. Fahey,

COAST GUARD ACQUISITION REFORM ACT OF 2009

SPEECH OF

HON. BENNIE G. THOMPSON

OF MISSISSIPPI

IN THE HOUSE OF REPRESENTATIVES

Tuesday, July 28, 2009

Mr. THOMPSON of Mississippi. Mr. Speaker, I rise today in support of H.R. 1665, the “Coast Guard Acquisition Reform Act of 2009.”

The Coast Guard is a valiant agency, one that is dedicated to saving lives and securing our nation’s maritime borders.

Last year, Coast Guard men and women:

Responded to more than 24,000 search and rescue cases;

Saved more than 4,000 lives;

Interdicted nearly 5,000 individuals attempting to enter the United States illegally;

Deployed 400 personnel to protect Iraq’s maritime oil infrastructure, train Iraqi naval forces, and enforce U.N. sanctions in the Arabian Gulf;

Boarded more than 1,500 high interest vessels bound for the United States for security inspections; and

Provided waterside security and escorts for nearly 500 military vessels that deliver supplies to support Operation Iraqi Freedom and Operation Enduring Freedom.

The Coast Guard did all of this on ships that are thirty (30) to forty (40) years old.

Currently, the Coast Guard is building new assets, including the “National Security Cutters” and the “Fast Response Cutters” under the \$24 billion Deepwater fleet modernization program.

Initially, when Deepwater first began in 2002, the Coast Guard delegated responsibility as lead system integrator to a private firm.

By all accounts, this delegation of responsibility led to poor workmanship, skyrocketing costs, and ships that didn’t float.

In response, in 2007, Coast Guard Commandant Thad Allen took the helm of this struggling program and assumed the lead integrator role.

Over the past two years, Admiral Allen has made significant changes to the acquisition and procurement processes within the Coast Guard.

This was a good development, but as recent Government Accountability Office reports note, it is not enough.

GAO found that the current contracts are not in full compliance with the Department of Homeland Security’s acquisition directives.

Additionally, GAO found that critical logistical support plans have not been completed.

Logistical support plans are necessary for the Coast Guard to understand the out-year costs associated with the new cutters.

If enacted, H.R. 1665 can help steer the Deepwater program on the right course.

Specifically, the bill revises the Coast Guard acquisition policy by mandating the development and regular updating of life-cycle cost estimates and a master plan for testing and evaluation.

The bill also requires “full and open competition” for any acquisition contract, unless otherwise excepted under Federal acquisition laws and regulations.

Lastly, the bill establishes a Chief Acquisition Officer and requires that program managers for certain acquisitions hold a specified acquisition certification.

These important reforms to the acquisitions process at the Coast Guard will not only ensure that taxpayer dollars are used wisely but that the Coast Guard has the assets it needs to continue to fulfill all its critical missions.

I urge all my colleagues to support H.R. 1665.

EARMARK DECLARATION

HON. TOM COLE

OF OKLAHOMA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 29, 2009

Mr. COLE. Madam Speaker, pursuant to the Republican Leadership standards on earmarks, I am submitting the following information regarding earmarks I received as part of H.R. 3326, the Department of Defense Appropriations Act, 2010:

Name: Advanced Autonomous Robotic Inspections for Aging Aircraft

Bill #: H.R. 3326

Account: Operations & Maintenance, Air Force

Legal Name of requesting entity: Veracity Technology Solutions, LLC

Address of requesting entity: 2701 Liberty Parkway, Suite 311; Midwest City, OK 73110

Description: Provide an earmark of \$1 million for the purposes of providing military aviation with an inspection system vehicle which will be utilized for the autonomous gathering of nondestructive inspection (NDI) data for the detection of corrosion and cracking on the KC-135 wing skins as well as other aging aircraft. This funding will allow Veracity Technology Solutions (VTS) to complete development and implement a precise and cost-effective autonomous vehicle that can provide these needed inspection results. This system will allow for condition assessment of aircraft structures, as well as continuous assessment through the historical comparison of previous and present inspection results. Currently the method for inspecting the wing skins of the KC-135 aircraft is with traditional NDI methods that are both antiquated and time consuming. Veracity, in collaboration with the Air Force have proven the ability to reduce the time of inspection on the KC-135 wing skin by a factor of 5X through the successful demonstration of a semi-autonomous automated inspection vehicle. With the addition of these congressional funds, Veracity will be able to implement a fully automated autonomous robotic vehicle that has the capability to inspect for corrosion as well as crack detection around fasteners. This system will allow maintenance personnel to set up the automated vehicle, perform the scan, analyze data real time, and perform visual inspection of fasteners which is currently not available to maintenance personnel. This system will decrease the maintenance downtime and unnecessary refurbishment of serviceable components. Without this system there is the increased risk of the catastrophic failure of these critical components. This project will provide a state-of-the-art NDI system and training that have the potential to decrease costs while assuring safety and airworthiness. This plan provides information regarding the development and deployment of two platforms. The first 60% of